

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

**Claims 1-14 (canceled).**

**Claim 15 (currently amended):** A motor-driven air amount control apparatus of an internal combustion engine comprising:

- a throttle valve adjusting an intake air amount;
- a throttle shaft rotatably bearing said throttle valve to a throttle body;
- a motor held to said throttle body and having a rotary shaft ~~placed in~~ parallel to said throttle shaft;
- a speed reduction gear mechanism arranged for transmitting a rotational force of said motor to said throttle shaft, said speed reduction gear mechanism comprising:
  - an output stage gear fixed to the rotary shaft of said motor;
  - a final stage gear fixed to said throttle shaft; and
  - an intermediate stage gear positioned between said output stage gear and the final stage gear and reducing the rotation of said output stage gear so as to transmit to said final stage gear,

a resin cover attached to said throttle body and covering said throttle shaft and ~~[[the]]~~ said speed reduction gear mechanism;

a motor terminal connecting connector portion integrally resin-moldingly formed in said resin cover ~~in accordance with a resin molding~~;

a motor terminal extending toward said motor terminal connecting connector portion from said motor and insertably connected to said motor terminal connecting connector portion ~~in accordance with an insertion~~;

a throttle position sensor attached ~~[[to]]~~ in a position facing ~~[[to]]~~ said throttle shaft in said resin cover ~~[[and]]~~ for electromagnetically detecting a rotational position of said throttle shaft in a non-contact state; ~~[[and]]~~

~~said motor terminal connecting portion being configured to extend from said resin cover toward said motor with said output stage gear arranged between said throttle position sensor and said motor terminal connecting portion~~

a magnetic detecting element of said throttle position sensor is attached to a control circuit portion attached to said position in resin cover facing a rotor attached to a leading end of said throttle shaft, and the magnetic detecting element and the control circuit are electrically connected in said control circuit portion;

a connector portion outputting the signal of said throttle position sensor to an external portion is provided at a position closer to said motor than said

throttle position, said control circuit and said connector portion are electrically connected; and

an external terminal in said connector portion supplying electric power to said motor.

**Claim 16 (previously presented):** A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 15, wherein a connector for connecting to an outer portion is formed in an outer side of said resin cover.

**Claim 17 (previously presented):** A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 16, wherein said connector for connecting to the outer portion is provided in an outer portion of said resin cover at a position closer to said motor terminal connecting connector portion rather than the position of said throttle position sensor.

**Claim 18 (previously presented):** A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 17, wherein an electric conductor between said connector for connecting to the outer portion and said throttle position sensor is integrally molded in said resin cover.

**Claim 19 (previously presented):** A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 15, wherein at least a gear portion of said final stage gear is made of resin material.

**Claim 20 (previously presented):** A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 19, wherein said final stage gear is constituted by a partial gear which has 360 degree or less gear portion and which lacks partially a gear portion.

**Claim 21 (previously presented):** A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 15, wherein a housing portion for receiving said motor is formed in said throttle body, an end bracket formed in an end portion of said motor is formed in the periphery of an opening portion of the housing portion and is structured such as to be screwed to a wall surface portion of said throttle body, and said motor terminal extends toward said motor terminal connecting connector portion from the end bracket of said motor.

**Claim 22 (previously presented):** A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 15, wherein a spring mechanism energizing said throttle shaft in an opening direction or a closing direction is arranged between said final stage gear and said throttle body.

**Claim 23 (previously presented):** A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 19, wherein a metal plate is fixed to said throttle shaft, and said final stage gear is formed in said metal plate in accordance with a resin molding.

**Claim 24 (new):** A motor-driven air amount control apparatus of an internal combustion engine as claimed in claim 15, wherein said motor terminal connecting portion is configured to extend from said resin cover toward said motor with said output stage gear arranged between said throttle position sensor and said motor terminal connecting portion.